

CHAP. 384.—An Act To authorize the payment of an indemnity to the Government of Norway on account of the losses sustained by the owners of the Norwegian bark Janna as a result of a collision between it and the United States ship Westwood.

May 25, 1926.
[S. 1729.]
[Public, No. 285.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby authorized to be paid to the Government of Norway, out of any money in the Treasury not otherwise appropriated, as a matter of grace, and without reference to the question of liability therefor, as full indemnity for losses sustained by the owners of the Norwegian bark Janna, or any other parties pecuniarily interested, as a result of a collision between it and the United States ship Westwood on October 31, 1918, the sum of \$45,978.36, as recommended by the President in his message of May 31, 1924.

Norway.
Payment authorized to, as indemnity for collision damages to bark "Janna."

Approved, May 25, 1926.

CHAP. 385.—An Act To authorize the payment of an indemnity to the Government of Sweden on account of losses sustained by the owners of the Swedish steamship Olivia as a result of a collision between it and the United States ship Lake Saint Clair.

May 25, 1926.
[S. 1731.]
[Public, No. 286.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby authorized to be paid to the Government of Sweden, out of any money in the Treasury not otherwise appropriated, as a matter of grace and without reference to the question of liability therefor, as full indemnity for the losses sustained by the owners of the Swedish steamship Olivia, or any other parties pecuniarily interested, as a result of a collision between it and the United States ship Lake Saint Clair on September 8, 1918, an amount equivalent to £7,672.2 on the date of the approval of this Act, as recommended by the President in his message of May 31, 1924.

Sweden.
Payment authorized to, as indemnity for collision damages to steamship "Olivia."

Approved, May 25, 1926.

CHAP. 386.—An Act To authorize the payment of an indemnity to the Government of Norway on account of the losses sustained by the owners of the Norwegian steamship John Blumer as a result of a collision between it and a barge in tow of the United States Army tug Britannia.

May 25, 1926.
[S. 1732.]
[Public, No. 287.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby authorized to be paid to the Government of Norway, out of any money in the Treasury not otherwise appropriated, as a matter of grace, and without reference to the question of liability therefor, as full indemnity for the losses sustained by the owners of the Norwegian steamship John Blumer, or any other parties pecuniarily interested, as a result of a collision between it and a barge in tow of the United States Army tug Britannia on January 9, 1921, the sum of \$4,040.39, as recommended by the President in his message of May 31, 1924.

Norway.
Payment authorized to, as indemnity for collision damages to steamship "John Blumer."

Approved, May 25, 1926.

CHAP. 387.—An Act To authorize the payment of an indemnity to the Government of Denmark on account of losses sustained by the owners of the Danish steamship Masnedsund as the result of collisions between it and the United States ship Siboney and the United States Army tug Numbered 21, at Saint Nazaire, France.

May 25, 1926.
[S. 1733.]
[Public, No. 288.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is

Denmark.